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Disclaimer

Neither the BCCA nor Committee will accept any liability for personal injury arising out of participating in any event, rally or race organized by or through the BCCA whether sustained by members, guests, or visitors, or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committees or servants of the BCCA.

Boat Owners Third Party Insurance

It is the responsibility of all boat owners to have adequate third party insurance in respect of him/herself, vessel, his/her crew for the time being & his/her visitors.

Hello fellow Bobcat and Catalac sailors every where.

APRIL 2006

Last month's meet at Oyster Quay was attended by 13 members.



An informal committee meeting was held to finalise the arrangements for the AGM.

Forthcoming B.C.C.A. Events 2006

8th.AprilA.G.M. at The Gun Keyhaven near Lymington at midday.
Please let me know the numbers in your party by e.mail or text to 07 971 808 777

29th. April – 1st.May..... Rally in Bembridge on the Mayday Bank Holiday weekend with a meal reserved at Brading Haven Yacht Club on Saturday night.
The price for the supper to be agreed.
Menus will be circulated and space has been booked on the beach at £6.00 per night.

Bembridge Tides.

Friday 28 th .April	Saturday 29 th .	Sunday 30 th .	Monday 1 st May
HW. 00.00-3.2M.	HW. 00.40-3.1M	HW 01.21-3.1M	HW. 02.01-3.0M
HW.12.15-3.0M	HW13.00-3.0M	HW.13.45-2.9M	HW.14.33-2.8M

Entrance to Bembridge for Catalacs 3hr. either side of High Water.

Please let Jeremy know the numbers in your party by e.mail or text to 07876 581 287

6th.MayWest Country Cruise to St Michaels Mount

Leaving Studland or Poole for Mupe Bay, dinner on board before passing Portland and crossing Lyme Bay to Dartmouth or Salcombe. Next day rest and restock then on the following morning to Fowey or Falmouth. Next stop past the Lizard to Mounts Bay, photo shoot of Catalacs in foreground of the Abbey. Photos to be in September Newsletter along with 40th. Anniversary photos of Bobcats / Catalacs at Mont St Michel.

Return to Falmouth harbour for the “Meet and Eat” at Malpas.

13th. May Midday “meet and eat” at “The Heron” Malpas.

With the choice of going alongside or anchoring.

For Malpas “Meet & Eat” text to Roy Wright Mob.O777 380 653 00

or e.mail: rmw@truroschool.com

29th. May.....Poole Rally raft up on Friday or Saturday followed by evening BBQ.

Sunday Lunch with proper food at The RNLI Headquarters followed by stroll round Brownsea Island for those seeking pleasant views and gentle exercise.

Please let Aleck know the numbers in your party by

e.mail: aleck@mq-sales.fsnet.co.uk or text to 07905 105 596

19th.August.....40, year anniversary cruise to Mont St Michel.

Meet on the south coast of England or the north coast of France. Meeting of boats to be arranged between crews, but drying overnight at Grand Ile Chausey before the sail to Mont Saint Michel, for further photo shoot. Staying just one day and then depart with the tide before being neaped. Extracts written by Roy Powell, to further wet your appetite from the trip in 1966 entitled “Two Bobcats to Brittany” follow later in this newsletter.

Please let Jeremy know the numbers in your party by e.mail or text to 07876 581 287

September’s.....Boat Show “Meet & Eat” will be held at “The Duke Of Wellington”

Bugle Street, Southampton, SO 14 2AH at 7.30pm. on the first Saturday of the Southampton Boat Show. All members and guests are welcome. It will be good to meet up with old and new members, but please let us know the number in your party so we can ensure seats for all. Remember it is the first Saturday of the Southampton Boat Show and space will be of a premium.

1966 England won the football world cup, but more importantly it was also the year of the First Bobcat Rally, with ‘Tom and Mary’ in mind we look back to 1966 with extracts from Ray Powell.

Two Bobcats to Brittany === (or no problem at all)

As we first read “Two Bobcats to Brittany” we thought- what fun! But as we thought about it again we realized here was an account of an achievement that marks 1966 as a year that should be remembered in yachting history. To get the full significance of the achievement you must go back a bit.

“gallia in tres partes divisa est” wrote Caesar--- or so we learnt in the fourth form—but at that age it was just an unpleasant chore to be “swotted up” or get the cane from the Latin master. It made little sense to be told that France, when Caesar conquered it, just over 2000 years ago (in B.C. 48). Was inhabited by three different races and the fact that the “Romans” held on to France for 500 years seems all so long ago that it is difficult to get into focus.

During their stay in France, the Romans were so impressed by Mont Saint Michel, Mount Jove they called it then, that they built a temple there.

But there was constant guerilla warfare by the Frankish barbarians from A.D. 250 and local skirmishes until the Franks, Goths and Romans united to defeat Attila, King of the invading Huns in A.D.451. By A.D. 486, Clovis, King of the Franks, had defeated the Romans at Soissons and soon acquired the Kingdom of Burgundy, united the Frankish tribes and completed the conquest of Gaul by the French. Charlemagne was King of the united France from A.D. 768—814, but on his death Norsemen invaded by the sea and took large areas. Charles 111, of France, put an end to the invasions, but ceded Normandy to Duke Rollo in A.D. 911. During this time Mont Saint Michel was used as a sanctuary by Christian hermits, but in the 8th century Bishop Aubert, of Avranches, had a vision in which he was commanded by St. Michel to build a church on the formidable rock. In A.D. 966, Abbot Hildebert started to design the present building, and in that year some three dozen Benedictine Monks came from Monte Cassino in Italy to found the monastery and build the Abbey which was started in A.D. 1020.

For 500 years succeeding generations of monks continued the building and it is for this reason that the architectural styles seem to grow from round arched Romanesque at the base to the most inspired and flamboyant Gothic as it rises to a final eagle-crested spire. The Mount has resisted many sieges and disasters. In 1203, the people of Brittany set fire to the town below and the Abbey was also burned. English invaders attacked and were repulsed in a bloody battle and two cannons captured at the time from the British are still on show.

Huguenots attacked in 1591, but were beaten off. The history of this famous Abbey has understandably been the subject of many books, but one thing must be understood to appreciate how impregnable it is. As you can see from the chart there is an area 30 square miles that is dry at low tide, yet when the tide is high it rises over 50ft. in depth. To witness this tidal invasion, which takes place at breath taking speed, is to understand why neither archer of long ago, nor ordinary boat even today, could reach the Mount and survive for long. It is appropriate then that in 1956 the 1000 year celebration were commenced by the return of a group of Benedictine Monks, and on 29th September, St. Michel's feast day was celebrated with special ceremony. During this millennium celebration year, the usual 500,000 visitors increased to nearly a million, but it took Powell's formidable task force, under the command of Tom Lack to achieve what no other "invader" has ever before achieved.

You may be wondering why I headed this story, no problem no problem at all _ so now I will tell you. Tom, our intrepid commodore, used this expression when anything looked most difficult, if not impossible, to me, and this was to be one of those occasions. We were to sail to Mont St. Michel and I had read Adlard Coles' account of a trip there, reputed to have been made by a Jersey Yachtsman some time in the past, which referred to quick sands that could suck a yacht down, never to be seen again, and other gruesome possibilities. I had told a Concale fisherman that we were about to sail there and he said "It's impossible, the tides are so strong and the waves so great it would be too dangerous—nobody ever goes there". Obviously there were problems, even for Tom, but it was nice to have his reassurance that nothing is insuperable.

First Yacht ever!

17.20 hours, we altered course to sail between Tombelaine and Mont St. Michel until we picked up some black bouys. The tide goes out six miles in this area and we anxiously watching the echo sounder which in places often dropped below 2ft. As the transducer is placed a foot below the water level it meant we were in 3ft. of water with still 2 miles to go. We inched over the sand and dropped anchor 25 yds. From the car park at Mont St. Michel.

To meet us came Monsieur Picherelle, a member of the lifeboat crew, who seeing us approach, had donned his peaked cap, to see the first, according to him, he had ever seen at Mont St. Michel. He pointed to a white bouy which he said had been put down by a St. Malo yachtsman years ago, but it had

never been used, inviting us to pick it up, which I did Tom dropping anchor close at hand. Monsieur Picherelle said how appropriate it was that two British yachtsmen had visited Mont St. Michel during the millenary celebrations of the foundation of the abbey. Both crews excitedly explored this historic islet and much shopping was done in the narrow streets. Tom generously entertained Monsieur Picherelle on board and plied him with cans of English canned beer and cigarettes. We planned to leave at high water the following morning and turned in peacefully, feeling that something had been achieved that day.

15th August, 05.00 hours—the tide is coming in at a fantastic rate, my kedge is badly placed and I am almost beam on to the incoming tide. It is no exaggeration that the tide comes in at a rate of galloping horses - what a noise of rushing water against the hulls. In half an hour to my relief, the force of the flood eased and the tide is full, but where is 'Ginger Tom' and where is Mont St. Michel? Perhaps our journey was all a dream—then I hear the eerie sound of a foghorn in the distance. We are due away by 07.00 hours at the latest, now we will have to wait for the evening tide as we are fogbound- the boys will have another day exploring. Mud, Mud, Mud- sticky glutinous stuff, every time a dinghy goes ashore everything is covered with it, and yet here come the four Lack boys, Peter, William, Bruce and Tony all immaculately turned out with their dinghy looking spotless—come to collect Andrew and take him ashore—feel ashamed of my muddy dinghy, we must send Andrew on a course to that family!

I had to arrange for Muriel to get back to Parame with Andrew before we sailed, so Monsieur Picherelle offered to take her to catch the bus at 17.45. I put the dinghy on a very long line made fast to 'Seamew' and alerted them both to embark, as I could see the tidal bore approaching half a mile away. By the time they were in the dinghy ready to go ashore with Brian rowing the tide was upon them and Brian strong as he is, could not make it.

I had an anxious time watching my wife and boy swing back in the dinghy at the end of the painter, the dinghy having a great bow wave as though it was traveling at great speed. I could only hope and wait that my knots in the line would hold. Eventually I was able to pull them in, fit the Seagull and get them ashore.

I now picked up my faithful crew, Mary Lack and Peter, and we sailed for Granville at 18.30 high water. Monsieur Picherelle and his colleague bought the lifeboat out ostensibly to see us through the narrow channel, but in fact to try out the new engine for the Zodiac inflatable lifeboat. As it happened, we were through the bouys first and their engine broke down and we offered the lifeboat a suit of sails. Monsieur Picherelle said over the walkie-talkie that all Bobcat owners arriving at Mont ST. Michel would be given a great reception and hoped to see many, now that the trail had been blazed.

A question I am often asked by members is 'how do I lower the mast'. This article copied from the original instructions issued by the Lacks, has bought further information from our members who have in the past undertaken this task. (see below)

Your article on the mast lowering misses out a couple of very important points.

I have done this exercise a number of times, even a couple of times totally on my own.

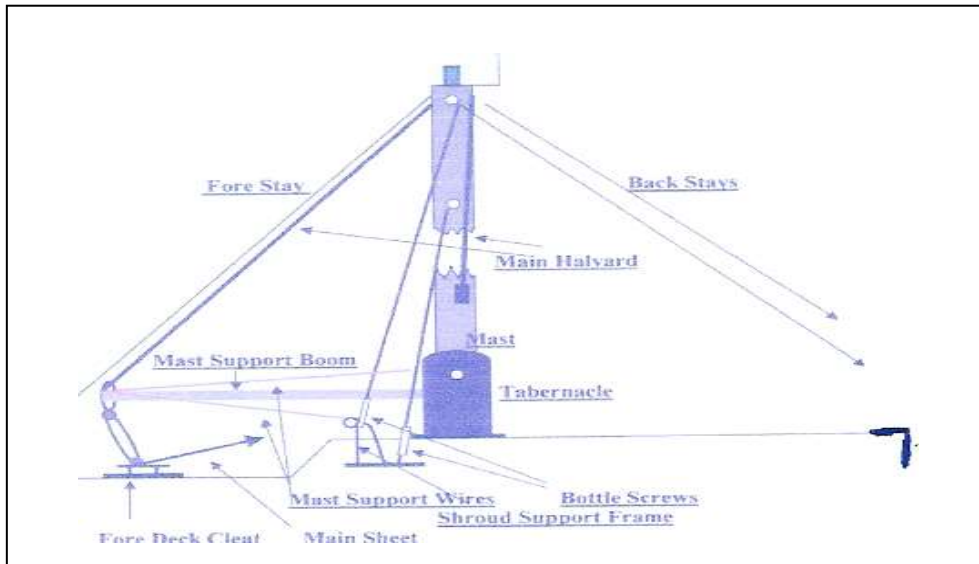
The metal pole that fits to the bottom of the mast, as well as having the jib sheets secured on one side (I secure both the jib sheets and the spinnaker halyard), and the main sheets on the other, There should be two short wire strops that go from the end of the pole to the eyes on the metalwork holding the shrouds - i.e at the same level as the pivot point. **These strops are essential**, cause they are what hold the metal pole at the right angle. You must also slacken of the shrouds and baby stays as otherwise it is difficult to get the mast to start moving. I also use a longer rope on the mainsheets and bring the end back to the genoa winch. raising and lowering is relatively easy. Moving the mast forward so that it doesn't stick a long way out the back - thats hard. I now have an easyreef system so will always use a crane.

Fair winds

Mark Blaydes

The easyreef system adds weight to the mast and more importantly cuts away the rear section of the tabernacle and as such weakens it at the crucial pivot point when lowering. ED.

See picture supplied by Bob Freeman.



Reply from another member:

Just to add to Mark Blaydes comments I add my own.

We used to lower our mast (in Holland to get inland away from the mast up route) using an 8 ft fence post fixed on the front with rope stays to replace the wire strops mentioned in Mark's letter. Our boat did not come with the lowering pole. All worked smoothly and we could raise and lower the mast within the hour.

About 5-6 years ago I decided to do things properly and made a mast lowering pole out of a piece of aluminium scaffolding tube (exactly the length to sit across the back of the cockpit of our 9M under the rail). This slots onto an eye riveted to the front of the mast. This pole was fitted up with eyes at the end for halyard and the line to the winch and with eyes a little further aft to take the strops mentioned by Mark which were made up in wire and fitted with small bottlescrews to adjust them. It looked beautiful and much more professional than the fence post.

The first time we used it was in the Biesboch as we planned to go up the Maas to Lith (a trip we can highly recommend). All went well until we had the mast 30 degrees from horizontal when one of the strops parted with a resounding bang, the pole fell sideways as Mark warns and the mast came down crushing the wheelhouse. Thankfully the mast itself was not harmed but the bar between our davits became somewhat bent.

Subsequent analysis showed that one of the small bottlescrews had failed. The reason was that the welded eyes on the front of the shroud frames were about 1/2" below the line of the pivot bolt in the tabernacle. As the mast came down the tension in the strops increased until something had to give. I suspect the reason was that the tabernacle had been custom made by the previous owner and the shroud frames were standard. This precise alignment is critical if you use wire strops. We have resolved the problems as follows:

- 1) Build a new cedar strip wheelhouse with a door at the back and glass opening windows – sheer luxury
- 2) We have cut off the original lugs on the shroud frames and now use two heavy shackles through the top of the shroud frames with their pins replacing the normal pins to hold the shrouds. These are a bit high and the strops loosen a little as the mast comes down, but not enough to matter and its better than them overtightening

- 3) We now use doubled 6mm Terylene lines instead of wire strops. These do not look so elegant but allow some stretch so that the previous failure is not likely to be repeated.

With the new arrangement we raise and lower the mast with confidence and the difficult bit is lifting the mast into the boat – its pretty heavy. We have yet to adopt the Dutch practice of lowering the mast partway to pass under bridges with the mast at 45 degrees to the vertical – too scary.

It is worth saying that on this and a subsequent insurance claim we had outstanding service from St Margaret's Insurances who we would recommend highly (no connection).

Our mast is currently down as we are re-rigging prior to sale but I will take some pictures when I raise it next week in case anyone wants to see the set-up.

If you do, contact me by email or on 020 8441 3960.

Iain Kidson

Many Thanks to you both for your pearls of wisdom. ED.

Another question that arose at last month's "Meet and Eat", and to be frank no one really knew the answer, here's hoping that you (the members can help) What, if any, qualifications ie. piece of paper does the skipper need to sail to another port or bay in Europe?

We know that passports, proof of ownership of the vessel in the form of bill of sale, insurance and ships register or at least an SSR number are required and the skipper must have a CEVNI to travel the inland waterways of France.

I have been boarded by Customs twice in the last fifteen years, both at St. Malo. They knew where I had been. I had been anchored in the very safe and pleasant drying Bay of Rotteneuf five miles east of St. Malo. At no time did they ask for my personal qualifications but were very interested in the ship's register, insurance and bill of sale.

I of course had put them in a safe place on the boat the previous year and couldn't remember where! I did however have my laptop and had earlier scanned them in to the memory.

The armed, black uniformed custom officers studied all. Two of the three seemed satisfied (there is always one is there not). I was informed failure to have any of these documents could make us liable to have an on the spot fine. (Sacre Bleu) Needless to say the minute they left the original docs were found. Customs want the original documents but as we all know a boat is not the ideal place to keep any paper that is not laminated for long periods of time, it will develop mildew and pages will stick together. I am also of the opinion that should your boat be stolen having the ships register, bill of sale etc. on board would make the sale of your boat for the thief a hell of a lot easier. One point that is worth remembering is that once you have been boarded and cleared you can insist that they give you a receipt showing their boarding reference number. Should you be told in the future to heave too you can quote this reference number over the radio and they having checked your vessel in the past will check on their computer and will usually wave you on your way. ED.

Newsletter Adverts.

The charges for adverts in the newsletter are

Full page A4 £25.00 Full page with colour photo £40.00. Lineage adds are £10.00

Cheques made payable to B.C.C.A. and sent with copy advert.

FOOD FOR THOUGHT OR RULES, RULES, RULES

Another member whose boat required a survey three years ago, found to his horror that his gas/electric fridge would be condemned if used with gas! He decided to have his gas system overhauled by a Corgi registered dealer who disconnected and removed the gas pipe from the fridge. He can still use it on electric. The gas piping to his new cooker was replaced and protected by plastic hose to help prevent corrosion. It was connected to a gas bottle in the gas locker and had a gas cut off tap near the cooker as recommended by the rules. Being an 8 meter Catalac it also had a gas water heater fitted in the heads. This is also connected with new copper pipe covered in plastic hose to another gas bottle in the same locker.

The rules with regard to gas water heaters are somewhat vague, if you have one fitted on your boat before the rules change then you comply, some say you can have it repaired, should it be faulty but you can't replace it with a new one. Either way it must vent outside the boat. To prevent the crew or you being asphyxiated. Another point in the rules state, that a gas water heater must not be fitted in the galley when it is in the same area as the saloon. This in fact covers all barges, yachts, motorboats and multihulls. Provided the heater is fitted in the heads however you can use it with the heads door closed. Good. That's us folks.

The rules BS5482-3: 1979 this covers many of the Catalacs. The British Standard Code of practice for Domestic butane and propane gas burning installations; Installations in boats, yachts, and other vessels'-when she was built. She could well have been fitted with a non room-sealed water heater and a cooker without flame failure devices. If, in 2000, the water heater had sprung a leak, however, you would have been faced with a choice between repairing it or replacing it with a new model that conformed to the new British Standard Code of Practice. BS5482-3:1999.5482-3-1999, but it has already been superseded by a new International Standard, EN ISO 10239. A lot of the ISO standard reads like a copy of the BS standard, except that while the BS standard frowns on flexible hose, and seems to accept it grudgingly, only where it's essential, and even then only up to a metre in length, the ISO standard seems to quite like it, on the basis that it cuts down the number of joints required. I can almost hear both you and the British bureaucrats stamping their little feet in frustration. There is a National Annex to the ISO standard, which says "In line with the previous requirement in BS5482-3 it is recommended that any application of LPG hose should be of minimum practical length".

What this means.

It means that if your gas installation conforms to the current International Standard rather than to the obsolete British one, British bureaucracy has handed your insurance company a ready-written excuse for not paying up in the event of a claim.

The Boat Safety Scheme goes a stage further. It would wouldn't it!

Within the 170-odd pages of its technical manual that relate to gas installations, for instance, it refers to the use of flexible hose anywhere other than on gimballed appliances as a fault, and prohibits the use of soldered joints altogether even though silver solder is accepted under the ISO and BS standards.

To make matters even worse for simple cooker installations international rules now allow flexible pipe to run from the regulator to the tap by the cooker. So what happened to the one meter rule etc.

Here is a synopsis of the rules that at the moment should keep you and your boat safe.

Gas Locker

- 1) cylinders must be secured upright in position.
- 2) Vapour-tight from hull with a lid that cant be opened from the interior of the boat.
- 4) made from 5mm GRP to provide 30 minutes fire resistance.
- 5) 19mm hole at bottom to allow gas to escape overboard at least 75mm above waterline.
- 6) Should not be located near heat source.
- 7) Gas supply should leave locker by rigid pipework through bulkhead fitting.

Regulator

- 8) Be within 1 meter of cylinder.
- 9) Be connected to the cylinder by high pressure hose or mounted on the cylinder.
- 10) Be replaced after 10 years.

Rigid pipework

- 11) Be of solid copper, stainless or cupronicle. Not plastic steel or brass or aluminum.
- 12) Be routed or protected to minimize the risk of damage.
- 13) Be mounted as high as possible and secured at intervals no more than 500mm.

Joints and unions

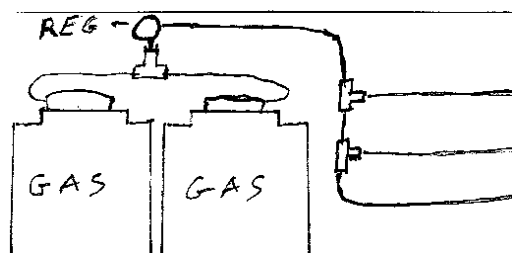
- 14) Be kept to a minimum and be of the compression type, with copper olives.
- 15) Jointing compound or PTFE tape shouldn't be used except on tapered male threads.

Flexible hoses

- 16) Should conform to BS 3212-2 and be date marked, replaced if over 5 years old.
- 17) Must be protected from abrasion through bulkheads or partitions.
- 18) Hose clips must be 8mm wide and stainless.

That's just a summary, of the gas rules. To be basic bottles must be in self draining locker with regulator. Any joins or connections should be wherever possible in this locker. All gas appliances should have flame failure device and be fitted with an emergency cut off that is easily reached in the event of a fire. Although optional, in the interests of safety, leak detector, and gas alarm are well worth the money.

If like me you find that your gas bottle runs dry as you are getting that early morning cuppa. The rules allow you to connect two cylinders together this means that as one bottle runs dry you don't have to disconnect one and replace with another. All that is required is for you to turn one off and the other on. The connection is done either by a tee between the cylinders leading to one regulator or two regulators fixed on the top of the cylinders with a tee junction then leading to cooker. What about the fridge and water heater I hear you cry.



TO COOKER
TO FRIDGE
TO WATER HEATER

This works and is quite easy to do. As we have already mentioned the rules keep changing and one thing that you may well find is that your old gas appliance will now use 10mm pipe and any new appliance will more than likely be on 8 mm pipe. My friend, whose boat had the gas pipes renewed for his survey, has 8 mm for his new cooker, 8mm for his old fridge, bought in France, and 10mm on his water heater. We can't find a compression tee or a reducer from 8 mm to 10 mm, so may well have to join by flexible hose and jubilee clip.

Happy maintenance to you all ED.

